

THE
CLEVELAND CHINA MAIL
PUBLISHED EVERY
MAIL DAY
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$1.
per annum.

The China Mail

ESTABLISHED 1843

AGENTS
Agents for the "China Mail"
and "Canton Mail" may
be made to our agents at
the following ports—
Canton, PATELL & CO.
Fuzhou, CHINCHIN & CO.
Shantung, HALL & WALKER
Yokohama, K. & W. WALKER
Macao, A. & W. WATSON & CO.

No. 18,612.

卷八月八日六百九千號

HONGKONG, TUESDAY, AUGUST 8, 1916.

及丙大英年五國民權

PRICE, \$5.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.
SOLE AGENTS:
A. S. WATSON & CO. LTD.
WINE & SPIRIT MERCHANTS,
HONGKONG
TEL. 614

HONGKONG POLICE RESERVE.

HAND FUND.
The sum of \$50 has been received from
Mr. P. A. Xavier, the Composer of the
"Hongkong Police Reserve Parade
March."

HEADQUARTERS CLUB.
The Club will be opened by His Excellency
the Governor at noon on Wednesday,
August 9th. Members of the
General Committee, the Staff, Company
and Platoon Commanders, only will
attend, and in uniform.

The Club will not be open to other
ranks until 4 p.m. the same day.

JOINED.
No. 3 Section—Kasim Mahomed.
F. C. JENKIN,
D.S.P. (R.).

THE TOTALISATOR FOR ENGLAND.

The petition to the Jockey Club
making known the fact that there is a
widespread desire among owners, breeders,
and trainers, for the adoption of a
semi-mutuel system of betting on English
race-courses continues steadily to receive
influential signatures. Meanwhile, writes
"Totapur" of the "Daily Telegraph,"
further evidence of the popularity of the
proposal is afforded, by two striking
articles in the current numbers of the
"Badminton Magazine" and "The
Magazine." That contributed to the
former article comes from the pen of Mr.
Arthur Cade, who has collated the views
of well-known Turf people, and has
also added some able comments of his
own on the merits of the proposal. He
remarks: "The latest appeal for its
introduction, however, is stronger and
more comprehensive than any that have
gone before. It has taken the definite
shape of a memorial to the Jockey Club
signed by dozens of owners and their
trainers. Altogether this memorial, un-
like some of its kind, cannot fail to carry
a good deal weight. The Jockey Club's
objection to take cognisance of betting
is well-known, but this matter is far too
important to be ignored by the Turf
authorities." The Jockey Club
can hardly fail to give the proposal
their earliest consideration when the
time appears to them to be ripe."

The writer of the "Totapur" article
makes a particularly strong point when
he emphasizes the great advance made
in breeding in France and recalls how
English horses could win fairly
easily out there, whereas now they find
it practically impossible to do so. "Can
you," he asks, "ascertain the remarkable
advance of the Allies in this direction to
anything but the great assistance which
the semi-mutuel has rendered to
French racing and horse-breeding?" Mr.
Cade also emphasizes that his
frequently been stated in these columns
when he writes that nearly every country
in the world, including our Colonies
and the United States, now legalizes the
totalisator. "Are they," he queries,
"all wrong, and we alone right?" He
concludes by observing that the demand
for the semi-mutuel in England is
genuine and general, and that "the
consensus of opinion is that much more
can be said for it than against it, and in
course of time we shall probably fall
into line with other countries." Among
those who are strongly in favor of its
introduction are the Duke of Richmond,
Lord Ilchester (both members of the
Turf Club), Mr. Spencer, H. G. Golen,
Colonel W. Hall, Walker, M.P., Sir
Maurice Fitzgerald, Lord Arlington and
Colonel Walter Fiber, M.P.

ARE YOU GOING ON A JOURNEY?
CHAMBERLAIN'S Colic, Cholera, and
Dysentery Remedy should be packed
in your hand luggage when going on a
journey. Changes of water, diet, and
temperature all tend to produce bowel
trouble, and this medicine cannot be
secured on board the train or steamer.
It may save much suffering and incon-
venience if you have it handy. For sale
by all Chemists and Druggists

NOTICE.

A ST. EUROPEAN, NON-ASIATIC or
AN INDIAN, desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, address, the place, date, height
and complexion of the applicant, and
giving the name, address, of the steamer or
train or ship on which the train by which
the applicant will travel. The permission
should apply in person to their Doctor at
the Central Police Station, between the
hours of 10 a.m. and 1 p.m. and 2 p.m.
and 5 p.m. and 6 p.m.

BUSINESS NOTICES

STEAM OR MOTOR VESSELS

8,000 Tons, 8,000 Horse Power now Built
Steel Building Work of every Description
Castings, Forgings, Repairs and Supplies
Prompt Attention and Shipment to Destination
STEAM LAUNCH FOR SALE OR HIRE.

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS
KOWLOON BAY



A. S. WATSON & CO. LTD.
MINERAL WATER MANUFACTURERS.

PEAK TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m. 8.30 p.m. to 11.00
p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at
the Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.

No Season ticket will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comptondore order
representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Manager.

PATELL & CO.
Importers-Exporters
AND
Commission Agents

HONGKONG
Branches—
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN

BOMBAY, INDIA
China—
HAWKOW

MONGOLIA,
MONGOLIA

TAIWAN

KING EDWARD HOTEL

Central Location

A. ELECTRIC TRAM Pass entrance
Electric Lamps, Fans and Lightings,
European Baths and Sanitary Fittings,
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373.
TELEGRAPHIC ADDRESS:
"VICTORIA" J. WINCHELL,
Monrovia.

NORTH BRITISH & MERCANTILE
INSURANCE CO.
IN WHICH ARE VIEWED THE SEATS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUND at 31st December, 1914,
\$23,970,387.

Authorized Capital \$6,000,000

Subscribed Capital \$4,500,000

Paid-up Capital \$2,487,500

I.—Fire Funds \$,837,047

II.—Life & Annuity Funds 17,557,550

Sinking Fund Account 128,531

25,358,226

Revenue Fire Branch 23,881,466

Life and Annuity 2,141,593

Revenue Marine Department 357,234

Other Receipts 476,940

25,358,226

It is Accumulative Funds of the various
Branches are separately invested and by
Act of Parliament are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHewan, Tomes & CO.
General Manager.

CHINA MAIL
OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THIS KEEP IN
CLASSE, TOO! WITH THE
COUNTRY.

BUSINESS NOTICES

SHIPBUILDERS, SALVORS, REPAIRERS

Forgemasters, Brass and Iron Founders

BOILER MAKERS ELECTRICAL & MECHANICAL

ENGINEERS Oxy-Acetylene and

Electric Welding Systems.

GRAVING DOCK

767' x 68' x 34' 6"

24' Patent Slipways

Making vessels up to 3,000 Tons.

ELECTRIC CRANES

lifting up to 100 Tons.

AGENTS FOR:

JOHN I. THORNCROFT & CO. LTD. Marine and Road Motors,
Light Draft Carriers, Gunboats, Speedy Launches, Harbour Craft
Houseboats and Pleasure Craft of every description.
Motor Pumping and Lighting Sets. Motor Vehicles &c.

THE TAIKOO DOCKYARD AND ENGINEERING COMPANY OF HONGKONG, LIMITED.

PUTTERFIELD & SWIRE, Hongkong, China and Japan Agents.
Telegraphic address "TAIKOODOCK". Telephone No. 212.

BEWARE OF MOSQUITOES!

MOSCATINE.

THE INFALLIBLE INSECT REPELLEUR.

DELICIOUS PERFUME PERFECTLY HARMLESS.

50 CTS. \$1.00-\$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 298.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

Established 1883

MANUFACTURERS OF

PURE Manilla ROPE

STRAND 4" to 15" DIAMETER
CABLE LAID 5" to 15" DIAMETER

Oil Drilling Cables of any size up to 3,000 feet in length

Please, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Manager.

Hongkong, April 11, 1912.

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INTIMATIONS

THE HUMPHREY BISHOP COMPANY.

(Associated by Mr. DEXMAN FULLER)

GRAND CONCERT

will be given in the Ball Room, Government House, on the night of the arrival of H. M. S. "Norfolk" (due on THURSDAY, August 10th) at 9.30 p.m.

A portion of the net proceeds will be given to the Local War Charities Fund.

BOOKING AT Messrs. MOUTRIE & Co. Seats, \$1.50 each. Hongkong, July 26, 1916. 859

THE HONGKONG HOTEL COMPANY, LIMITED

NOTICE

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY the 12th August, 1916, at noon for the purpose of receiving a statement of accounts of the Company to 30th June, 1916, with the Report of the Directors and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 4th to 12th August, 1916, both days inclusive.

By Order of the Board.

J. H. TAGGART,
Acting Secretary.

Hongkong, Aug. 1, 1916. 878

NEW COLUMBIA RECORDS.

36520 Concerto in E Minor (Violin) Ysaye.

D 1727 Serenade (Spanish Dance) (Cello) Pablo Casals.

The Swan.

Campanella (Piano Solo) Godowsky.

Hark, Hark, The Lark (Piano Solo) ".

D 17701 Nocturne in Eb (Violin) Parlow. Lieberstein.

D 17711 (Invitation to the Waltz) Iolde's Love Song (Grand Sym. Orch.)

THE ANDERSON MUSIC CO., LTD.

6, Des Vaux Road. TEL. 1322.

SILIMPON SEBATTIE COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD. are prepared to quote prices for best "lity" SILIMPON COAL trimmed into Bunkers at SEBATTIE or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Ships calling at SEBATTIE or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebattie Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuk Bay (Sebattie Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD., Agents Cowie Harbour Coal Company, Limited. Hongkong, Dec. 3, 1915. 1027

JAPANESE MAKERS

Every kind of Footwear MADE

TO ORDER

CHERRY & CO., PEDDER STREET, Opposite Hongkong Hotel.

Telephone, Box 401.

H. M. S. "Norfolk" March 26, 1916.

INTIMATIONS

VICTORIA RECREATION CLUB

NIGHT PETE

POSTPONED to SATURDAY, 12th instant.

R. C. WITCHELL

Hongkong, Aug. 8, 1916. 906

WANTED

POSITION AS NURSE

BY capable Japanese nurse who speaks English well (aged 35).

Apply to CHERRY CO.,

Ori P. O. Building,

Pedder Street.

(Telephone No. 491.)

Hongkong, Aug. 7, 1916. 906

NOTICE

I have this day admitted Mr. Percy JAMES FALCONER a PARTNER in my business of Ship Freight, and General Broker.

The Business will from this date be carried on under the name and style of RAY and FALCONER.

E. H. RAY.

Hongkong, Aug. 1, 1916. 880

NOTICE

DEUTSCH-ASIATISCHE BANK, HONGKONG (In Liquidation).

CREDITORS are requested to send in their CLAIMS to the undersigned on or before 31st August, 1916.

HONGKONG & SHANGHAI BANKING CORPORATION, Liquidators.

Appointed by the

Hongkong Government.

Hongkong, June 13, 1916. 744

"CAPSTAN"
NAVY CUT CIGARETTES
are the Acme of Perfection

They are made from the finest quality Virginia Tobacco, and are sold in two strengths, Mild and Medium.

THE CIGARETTE FOR THE CONNOISSEUR

SOLD BY ALL LEADING TOBACCONISTS



IN "DARKEST LONDON."

A CITY OF BEAUTIFUL NIGHT.

[By FILSON YOUNG.]

Whatever the ultimate sum of disarray and damage from hostile diravages may be, this generation of Londoners will owe to Count Zeppelein the discovery of the beauty of London by night. It is a solemn and sombre beauty in harmony with the times; but it is both calming and inspiring in its influence. Many a cockney who had thought that the night sky was a phenomenon of the countryside now knows otherwise. To his vision at night there was nothing higher above him than a flaring whisky advertisement or perhaps the light on the Victoria Tower at Westminster. A roof of marish light shut him in—cut him off from the universe—but a fog might cut him off by day. But now that is lifted. The way may be dark about his feet, but there is an infinite luminous vault opening above him into which both the vision and the imagination can travel on illuminable journeys: against which the crowded and black masses of commonplace buildings jut and float in 4 mysterious and velvety softness. These families and uncles become strange and beautiful. But for this revelation of the night in London, the entrance, for example, to the South-Eastern station at Victoria, the long level cornices of the western facade of Sussex-place in South Kensington, the skyline of Cheyne-walk as seen from Chelsea Bridge or Cockspur-street as a thing of beauty, would never have been apparent to the ordinary eye. There is a new and never failing recreation to be found in walking through any part of London at night and discovering the transformation that the new conditions have effected in familiar sights. There was no skyline in London at night before the war; at the heights of the skyline the eye encountered a blaze of light. By removing such inconvenience we should go to remove the only serious objection to a considerably reduced waste of light at night even in normal times; and to the restoration to London of her now found beauty, the night sky.

dealt with. It is likely that it will continue for a long time, and as some of the disadvantages are not inevitable it would be worth while if we began to do away with them. Among the most serious is the difficulty of identifying the names of streets in an unfamiliar quarter. The names high up on the walls of buildings were, even in the old days, often invisible at night owing to the dullness of the lettering, and Londoners have come very much to rely on the translucent lettering affixed to the lamp-post at street corners. For some inscrutable reason this lettering has all been blotted out by the opaque substance with which the upper part of the lamps are darkened. It would have been just as easy to begin the paint work or pasted paper work, whatever the obscuring agent is, at the bottom edge of the line of lettering. As the pane of glass to which the lettering is attached is sloped at an acute angle to the pavement, they are visible only from below; and undisturbed as the Zeppeleins seem to have been on their visits to us, it is hardly likely that they will come down so low to discover their whereabouts by the names on the street lamps. As it is, the absence and the blotting out of these indications is a very serious inconvenience to 50 pedestrians at night. By removing such inconvenience we should go to remove the only serious objection to a considerably reduced waste of light at night even in normal times; and to the restoration to London of her now found beauty, the night sky.

NEED OF DOCTORS.

THE GERMAN COMPARISON.

Discussing with a Press representative recently the shortage of doctors and the difficulties involved in the authorities, Dr. Alfie Cox, secretary of the British Medical Association, said that the main business of the Association was to secure as many doctors as possible for the needs of the Army without detriment to the civilian population.

"As regards the criticism of the Army authorities," he said, "the position we take up is that when we find points which deserve attention we bring them before the authorities and we have always found them quite willing to consider them. The critics are not responsible and the responsibility must be left to the Government and Parliament."

"The enormously enlarged service of the R.A.M.C. has required many adjustments and we have every reason to believe these are being met."

"The comparison with the doctors of Germany is very fallacious. The German army is more or less a concentrated body, whilst the British Army is all over the world and must have its doctors wherever it is. Therefore, you cannot make a fair comparison."

With regard to the suggestion that a State medical service should be established, any attempt to bring about any radical alteration in the conditions of practice in this country will be received with great suspicion by the thousands of men who have left their practice for the Army.

"It would seem like taking a very unfair advantage behind their backs and the only excuse would be that the present medical service had utterly broken down and there is no evidence of that at all."

The drivers of motor vehicles have also an entirely new set of conditions to encounter. Formerly in London at night everything in the streets was clearly visible in itself, and the carrying of lights was a superfluity. Now, on many a night nothing is visible at all except by virtue of the lights it carries; and the driver of a vehicle approaching a number of such lights has to go through the same mental process as a navigator approaching an unfamiliar harbour at night. It represents itself as a cluster of lights, some fixed; some moving, the significance and disposition of which must be determined as you approach them. The lights of buses, omnibuses have to be distinguished from the hand-head lanterns of ships, and the direction and motion of moving lights has to be estimated. So now, in London the motor driver approaches some times just behind a cluster of lights, very bewildered; the arc lights marking off a patch of the road where the pavement is up; then the lights on refuge; there are the lights of vehicles and on vehicles at rest; all of them have to be judged and allowed for by the exercise of quite a new set of faculties. It is interesting to see how resourcefully the ordinary London driver has adapted himself to the new conditions.

DISADVANTAGES OF DARKNESS.

The disadvantages of the darkness are, of course, real. Some of them are serious, but many could be removed if the authorities in treating the lighting conditions at night use a kind of common sense.

It would not be seriously

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.



HONGKONG & MANILA

MITSUBISHI GOSHI KWAISHA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTAN, HOJO, NAMAZU, SAYO, KANADA, SHINNEW, KAMITAMADA, EBIAI & OYUBARI COALFIELDS.

AGENT FOR SAKITO COAL.

Head Office—

MARUNOUCHI, TOKYO.

BRANCH OFFICES—

NAGASAKI, MOJI, KARATE, WAKAMATSU, OTARI, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSURUGA, VLADIVOSTOK, HANKOW, PEKING, LONDON, NEW YORK, SHANGHAI, HONGKONG, HAIPHONG and CANTON.

Cable Address: "IWASAKI"

Codes: A1, A, B, C 5th Ed.

Western Union, and Bentleys.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macdonald & Co.

SINGAPORE: Messrs Borneo Co., Ltd.

GLASGOW: Messrs A. R. Brown, McFarlane & Co. Ltd.

For Particulars, apply to

K. KATO,

Manager,

No. 2, PEDDER STREET,

HONGKONG.

ESTABLISHED A.D. 1830.

IRON STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Store-keepers and Ship-chandlers. Nos. 35 and 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 615. Hongkong September 4, 1913.

THE KAILAN MINING ADMINISTRATION.

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

Economy.

With LEA & PERRINS' Sauce, a few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of a cheaper sauce fails to give the same satisfaction.

Observe the signature
bottle.across the red label
on every bottle.

The original and genuine Worcestershire.



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
have, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. B. C. 4th & 6th Editions
A. I. Telegraphic Code.

Telegraphic Address
"MELEHON" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 9th August, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE,
etc., &c.,
As follows:-

Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Double Brass-mounted Bedstead, Twin Bedsteads (Teakwood and Brass), Sideboard, Dinner Wagons, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., One Dinner Service, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, American Roll-top Desk etc., a quantity of Electro Plated Ware,

etc.

"Caille" Portable Motors with Battery, etc., complete, Pianos in good condition, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, a few Oil Paintings, &c.

And

One Tennis Net and Poles, Two New Bicycles, Remington Typewriters, &c.

(Full Particulars from Catalogue.)
TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Aug. 3, 1916.



PUBLIC AUCTION.

THE Undersigned have received instructions from the HON. THE CAPT. Supt. OF POLICE, to sell by Public Auction

on

THURSDAY,
the 10th August, 1916, at 10.30 a.m.,
at the Compound, Central Police

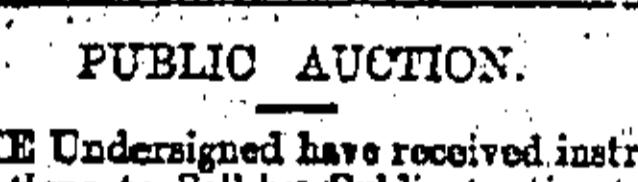
Station.

CONFISCATED AND UNCLAIMED
GOODS,
including SUNDRY JEWELLERY.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Aug. 5, 1916.



PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction
(for account of the Government).

on

FRIDAY,
the 11th August, 1916, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

Two FAIRBANKS' PATENT
WEIGHING MACHINES
(tested and stamped by the Police)

SUNDAY

VALUABLE HOUSEHOLD
FURNITURE,
Removed to Sales Rooms for Convenience
of Sale;

One Case WHITE SINGLETS, &c., &c.

Also

One Surveyor's Level by Troughton & Simms, London, complete.

One Sextant by Falconer (practically new).

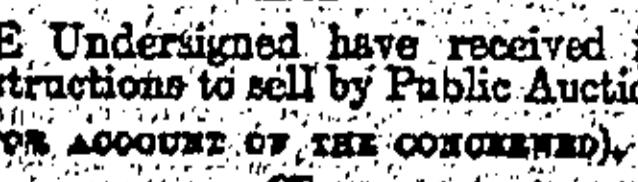
A quantity of Valuable Books on Navigation, Astronomy, &c., &c.

2 Ceiling Fans and one large Table Fan

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Aug. 5, 1916.



PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction
(for account of the Government).

on

FRIDAY,
the 11th Aug., 1916, at
11 a.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

About 100 Pcs. of
BOILED COVERING COMPOSITION.

A sample of same with further particulars may be had from the undersigned.

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Aug. 5, 1916.

AUCTIONS.

CIGARETTE AND TOBACCO FUND.

THE Undersigned have received instructions from the Liquidators of CHA J. GAUFF & Co. to sell by Public Auction,

The following is the Subscription List to date:-

Acknowledged to 30th June, 1916. \$14,432.33

Since received:-

Bank Interests 5.37

M. F. G. Becke, Whampoa, for June 20.00

Collected by Mrs. Pentreath on 24. "Empress of Asia" 12.20

C.D.M.F. 25.00

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THE PREMIER SCOTCH.**

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WINE AND SPIRIT MERCHANTS.
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POWELL'SHIGH-CLASS
GENTLEMEN'S TAILORS.**SUMMER
SPECIALITIES.**FLANNEL OR SERGE
TROUSERSCOTTON, LINEN OR SILK
COATS

MATERIALS GUARANTEED

THE DIARY.**MEMO. FOR TO-DAY.**

9.15 p.m.—The Palisade, Kowloon.

MEMOS. FOR TO-MORROW.

Noon.—Opening of Police Reserve Headquarters by H.E. the Governor.

2.30 p.m.—Auction of Household Furniture, etc., at Shorncliffe Garden Road.

2.30 p.m.—Auction of Furniture, at Messrs. Hughes and Hough.

General Memoranda.

THURSDAY, August 10.—

10.30 a.m.—Auction of 'confiscated' and unclaimed Goods and Jewellery at the Compound, Central Police Station.

Concert by Humphrey Bishop Co. at Government House.

Friday, August 11.—

10.30 a.m.—Auction of two Weighting Machines, Household Furniture, Singlets, etc., at Messrs. Hughes and Hough.

11 a.m.—Auction of Boiler Covering Composition for the Gas Company, Messrs. Currie (Secretary) McCubbin (Assistant Engineer) Hunter (Superintendent of the Fittings Department) Miss and J. Bothwick (of other departments) J. Lennox, W. Budge, C. Smith, McEwen, Ellis, Taylor, V. C. Labram, H. Overy, D. Tolson, P. Robinson, G. H. May. Inspectors Gordon and Sim (of the Hongkong Police) the Company's Chinese staff, etc. There were a large number of floral tributes, including a wreath from each of the European members of the Gas Company, the Kowloon Cricket Club, the K.C.C. Bathing Party, the Victoria Recreation Club, Mr. and Mrs. J. H. Mood, Mr. and Mrs. Charlton, Mr. and Mrs. Lunn, Mr. H. Jackson, etc.

Saturday, August 12.—

Noon—Hongkong Hotel Co. half-yearly Meeting.

Night Pato at the V.R.C.

Sat. and Mon., Aug. 13 & 14.—

10.30 a.m.—Auction of Stock in Trade of C. J. Gaupp & Co. at Alexandra Building.

Sunday, August 15.—

9 a.m.—Excursion to Macao by a

Trolley.

8 p.m.—Full moon.

reproduced at time in the *China Mail*, but our attention was drawn to a contradiction of the statement reported as having been made by the Japanese Premier. We published the contradiction, but the terms in which that contradiction was made left very little doubt in our own mind that there was something in the original story. No secret has recently been made in the Japanese papers of the fact that the Treaty which has been published does not represent the total result of negotiations which had been in progress at least six months. There is a supplementary agreement which the leading Japanese papers have frankly referred to as a secret agreement, and one of them more than a month ago intimated that the only provision in this Treaty which would be made public would be that for the transfer of the southern part of the East China railway. What this and the granting of navigation rights on the Sungari mean, is, in the words of the *Osaka Mainichi*, that "Russia has almost entrusted North Manchuria to Japan." Undoubtedly this agreement, which ensures peace and harmony between Russia and Japan and an important extension of the interests of Japan in Manchuria, gives the Japanese people good reason to feel elated over a diplomatic triumph which will, to say the least greatly add to the value and extent of Japan's economic interests in China.

THE LAW COURTS.
A CLAIM BY BOATMEN.

Sir Wm. Rees Davies K.C. was engaged in summary jurisdiction this morning in hearing claims by eight boat owners of Ty-tam-tuk amounting to \$1364.12 against Ip Hun, a subcontractor to the San Wu Company, Shaukwan. The claims were for the balance of money due on work done by the plaintiffs for carrying stone from Stanley and other places to Ty-tam-tuk in connection with the construction of the Government's reservoir.

Mr. Lee D'Almada represented the plaintiffs, and Mr. Agassiz the defendants.

According to Mr. D'Almada, the plaintiffs were supplied with pass books and different work done had been noted and certain amounts had been paid out from time to time.

Mr. Agassiz cross-examined to prove that plaintiffs had sued the wrong party and that a man named Lai Shing was really responsible.

For the plaintiffs it was held that defendant received the stones at Ty-tam-tuk and gave plaintiffs their pass books.

His Lordship decided in favour of the plaintiffs with costs.

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THE MAGISTRACY.**A DISHONEST GARDENER.**

The gardener at the Police compound was charged at the Magistracy this morning with unlawfully pawned a pair of shoes belonging to the boy employed by the Assistant Superintendent of Police. He was fined \$10.

ASSAULTED BY A GAMBLER.

Convicted of gambling, a Chinese accused another man of giving information to the Police. He committed an assault on the supposed informer on two occasions. A complaint was made to the Police and the man was arrested.

Mr. Hazeland, who adjudicated this morning in the assault charge, regarded the offence as particularly serious and imposed a fine of \$50 or two months imprisonment, bound defendant over in \$100 to keep the peace for a year, and warned him if he came up again he would get a long sentence.

A SHANGHAI BREWERY SOLD.

The Anglo-German Brewery at Shanghai has been sold to the Dai Nippon Brewery Company for \$300,000, exclusive of stocks. The Chairman of the old Company (Mr. C. W. Wrightson) at a meeting of shareholders last week explained that the sale of the Company offered a solution of the many difficulties which exist in regard to the Company which, though British, was one in which enemy shareholders largely preponderated and shareholders would realize how impossible it would be to carry on the Company and procure the services of a British Board of Directors who would devote their time and energy to a concern, the success of which would prove of material benefit to German shareholders. Apart from this it would appear probable that Lord Halbush's Bill, recently placed on the Statute Book, will in due course apply to China Companies, the effect of which would be, that this Company having a preponderating German interest would be forced into liquidation by the British Government.

A feature of the Concert to be given at Government House on Thursday, the 10th instant will be the formal decoration of the beautiful Ball Room.

We understand that an artistic design for the baskets filled with flowers, which will be suspended from the ceiling and walls of the room, has been made by Miss Eileen Hastings, and it is anticipated that this improvement will materially enhance the beauty of the scheme, the execution of which is in the capable hands of Mr. W. J. Trotter. The grounds of Government House on both sides of the house will also be tastefully lighted, and in themselves, given a fine night, will prove an attraction.

The funeral of the late Mr. E. A. W. Dunrich of the Hongkong and China Gas Company took place at the Happy Valley last night. The Rev. T. Featherstone conducted the service.

Those who joined the cortège at the Monument included Major Humphreys, Mr. J. Barr (acting Manager of the Gas Company), Messrs. Currie (Secretary) McCubbin (Assistant Engineer) Hunter (Superintendent of the Fittings Department) Miss and J. Bothwick (of other departments) J. Lennox, W. Budge, C. Smith, McEwen, Ellis, Taylor, V. C. Labram, H. Overy, D. Tolson, P. Robinson, G. H. May. Inspectors Gordon and Sim (of the Hongkong Police) the Company's Chinese staff, etc. There were a large number of floral tributes, including a wreath from each of the European members of the Gas Company, the Kowloon Cricket Club, the K.C.C. Bathing Party, the Victoria Recreation Club, Mr. and Mrs. J. H. Mood, Mr. and Mrs. Charlton, Mr. and Mrs. Lunn, Mr. H. Jackson, etc.

GUNS FOR CHINESE REVOLUTIONISTS.**IMPORTANT SEIZURE AT MOJI.**

It is reported from Moji that fifteen machine guns, which were about to be shipped on board the O.S.K. ss. *Taishi Maru* at Moji were discovered and confiscated by the Police. The guns were being shipped to Mr. Hayano Nagatomo at Tsinhtiao, an important adviser to the Chinese Revolutionists.

Kobayashi, Major of the Gas Company, was present at the scene of the seizure.

During the month of July last there were 66 cases of Asiatic cholera in the city of Manila, accompanied by 28 deaths, the small mortality being

due to the fact that the cases of the disease received prompt treatment at the San Lazaro Hospital.

During the same month there were in the several infected provinces 741 cases of the disease, accompanied by 162 deaths.

The Court decided that Captain Moses should only be reprimanded.

KEEP IT HANZY.

IMMEDIATE relief is necessary in attacks of diarrhoea, Chamberlain's Colic, Cholera and Diarrhoea Remedy will always be on hand. For sale by A. H. Smith and Son.

Chamberlain's Colic, Cholera and

Diarrhoea Remedy is created over

camp colic, dysentery, and all intestinal

pains. One dose, followed a second dose, is rarely necessary to effect a cure. For

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CLOSING SHARE QUOTATIONS.**KEEP IT HANZY.**

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THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

GENERAL JOFFRE
INTERVIEWED.
VICTORY NOW CERTAIN.

PARIS, August 7.

General Joffre, interviewed, said our enemies are showing signs of weakening. They are using up their last reserves. Victory is now certain.

General Joffre mentioned that there were still two-thirds of the German Army on the western front.

THE ANGLO-FRENCH
OFFENSIVE.
SITUATION UNCHANGED.

LONDON, August 7.

General Sir Douglas Haig reports that the situation is unchanged.

We retain the ground won yesterday.

A hostile bombardment against our front line and the areas at the back continues.

We repulsed small counter-attacks east of Pozières, and we successfully raided the enemy's trenches just of Neuville St. Vaast.

Last night the enemy endeavoured to raid our trenches south-east of Bois Grenier, but they were driven back with loss.

AIRCRAFT ACTIVITY ON THE
FRENCH FRONT.

PARIS, August 7.

A communiqué states:

There has been violent artillery work in the region of Chaulnes.

Germans who attacked the Thiaumont work were thrown back on their own trenches by our curtain fire.

An enemy attack on Vaux Wood completely failed.

Three German aeroplanes were brought down in the Somme region and three others were forced to land in their own lines.

Our air squadrons bombed Metz Sablon and Thionville railway stations, factories at Rombach and bivouacs at Etain.

THE OPERATIONS IN
EAST AFRICA

THE WORK OF THE NAVY.

LONDON, August 7.

General Smuts' reports that a naval detachment occupied the minor port of Sadani on the 1st inst. after slight opposition. Other Naval operations are progressing at various points along the coast line.

Major-General Van de Venter is pursuing the enemy towards Mpumalanga from the Kafuamundu-Dodoma-Kikombwa area.

Brigadier-General Northey reached Nadirin, in the direction of Iringa.

SHIPS SUNK.

LONDON, August 7.

The following steamers have been sunk:

Tottenham and Falcon (British), Tricoups (Greek), Sisca (Italian), Jaegersborg (Danish), and Commerce (Swedish).

THE GRAVES OF THE ENGLISH
IN FRANCE

LONDON, August 8.

The French Parliament has passed a law assuring the inviolability of the graves of the English in France.

The Army Council has replied expressing their appreciation of the kindness of the French.

ANGLO-ROUMANIAN AGREEMENT
REGARDING PERSIA.

PETROGRAD, August 8.

The British and Russian Ministers have reached an agreement regarding Persia, covering financial and military measures.

THE FIGHTING NEAR
SUEZ CANAL.TURKS PURSUED FOR EIGHTEEN
MILES.OVER 8,000 UNWOUNDED
PRISONERS.

LONDON, August 7.

General Murray reports in reference to the fighting in the Katia district that our forces are most effective and that the Turkish losses in killed and wounded appear to be very heavy.

The pursuit continued for eighteen miles and the Turks are now well clear of the Katia-Urmashia basin.

We took prisoner 43 officers and 3,100 men, un wounded.

EGYPTIANS ELATED.

LONDON, Aug. 7.

The Egyptians are elated at the Turkish rout.

Hundreds of prisoners, in the dirtiest and most disreputable condition, have been brought in, suffering from thirst. More are expected, including German officers.

THE RUSSIAN ADVANCE.

AUSTRIANS FALLING BACK FROM
TARNOPOL.

PETROGRAD, August 7.

The successes southward of Brody bring the Russians within fourteen miles of the Tarnopol-Lemberg railway. In consequence of this the Austrians are falling back from Tarnopol in the direction of Zlotchow.

THE ARAB REVOLT AGAINST
TURKEY.

LONDON, August 7.

The maintenance of a series of English boats between Holland and England in war-time aroused much comment of an appreciative nature in Holland. The Great Eastern service has been run almost with the regularity of clockwork.

Many are the stories told of encounters which the Brussels, the Copenhagen, and the Kroner have had with submarines.

Germans in Rotterdam talked freely of their Government's determination to sink one of the daring boats, and it was only a week or two before the capture of the Brussels that a young German attempted to place dynamite on the Copenhagen. Luckily, the plot was discovered before the boat sailed.

On one occasion a Great Eastern boat arrived at Rotterdam with the paint burnt from her funnels. The boat had encountered a submarine on the way across, and every ounce of steam had been required to enable her to get clear.

The stokers backed the captain to such good purpose that the boat came into the Massa with her funnels almost red-hot.

The refugees on the Brussels when she was captured were mostly women and children, and the Brussels also carried five stewardesses, one of whom was to have been married in a fortnight. Her prospective husband was on his way from America to be married. The capture of G.R. Steamer Brussels (Captain Fryszt) was spoken of in the Home papers as "a record North Sea test by the enemy" for it was the first time in 22 months that the German Navy had taken a British prize in the North Sea.

Time after time had the Brussels been attacked by the enemy's vessels, but each time by skilful navigation had succeeded in eluding them.

For a particularly brilliant exploit in March 1916, Captain Fryszt was presented with a gold watch, suitably inscribed by the Lord's Commissioner of the Admiralty, together with their thanks on twelve lines.

Less than twelve months ago, when outward bound from Harwich to Rotterdam, his vessel was chased for over an hour by a submarine. The enemy demanded him to haul down his flag, instead of which the captain hoisted the biggest Union Jack that was available, and got safely away.

A few days prior to that, when off the North Hinder Lighthouse, a torpedo was fired but this, happily, missed the vessel, passing within eight feet of it.

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS' PRESCRIBED.

The German Finance Minister announced that the maximum tariff will henceforth be applied to Italian produce.

AMSTERDAM, Aug. 8.

The German Finance Minister announced that the maximum tariff will henceforth be applied to Italian produce.

FRENCH SOCIALISTS AND THE
WAR.

PARIS, Aug. 8.

The National Council of French Socialists has passed a resolution declaring the right of the country to defend itself when attacked, and affirming it to be the duty of International Socialism to denounce the aggressor and preserve the people from another war.

ANGLO-ROUMANIAN AGREEMENT
REGARDING PERSIA.

PETROGRAD, August 8.

The British and Russian Ministers have reached an agreement regarding Persia, covering financial and military measures.

LORD-LIEUTENANT OF IRELAND.

LONDON, Aug. 7.

It is officially announced that Lord Wimborne has been re-appointed Lord Lieutenant of Ireland.

AMAZING BLUNDER OF BRITISH
PILOT.FLEW FROM FARNBOROUGH
INTO ENEMY LINESWITH PASSENGER AND "VERY
LATEST" MACHINE.

"It is not pleasing to record the fact that a British aviator flew from Farnborough across the Channel, and within three hours delivered himself, his passenger and "the very latest" air machine intact into the hands of the enemy," says a London contemporary.

But the amazing story was told to the House of Lords by Lord Montagu of Beaulieu, who asked for information as to the start, flight, and landing of a certain FE 2D aeroplane which left Farnborough on May 31 and has not yet joined the squadrons at the front.

It seemed, said Lord Montagu, that the pilot flew across the Channel, passed over our lines and the German lines, and descended in the German aerodrome near Lille. He had never flown to France before, and had no knowledge of the geography of the Western front. The pilot had only been gazetted to the Royal Flying Corps nine days before he was in the hands of the enemy. Not only was he inexperienced with the machine, but he had never flown over the sea before.

"OUR WAR OFFICER BEAUTIES."

In a letter from an officer, which Lord Montagu read, it was stated that the pilot had no experience of the machine, and did not know the way. The writer added: "Thus, three hours after being turned out of Farnborough, our latest machine was handed over intact to the Hun. It is the second time our beauties in the War Office have lost a new machine in the same way."

Earl Curzon, in reply, said the noble lord was obviously fully acquainted with all the details. It was true the aeroplane left England on June 1, and was not heard of again. The German Wireless of June 2 stated that a British biplane landed near Lille, and the Government now knew that it was the missing machine, and that the pilot and his passenger, from whom a communication had been received, were prisoners of war. The pilot, after crossing the Channel, appeared to have lost his way and to have descended by accident within the German lines.

Such instances had happened before and would happen again, and they were not confined to one side. They had happened to the Germans in the same way as to our own pilots. He believed it was true the pilot had never flown over the Channel before. No doubt, in the ordinary course, they would be only too glad to send with a machine a pilot who had done the same job before, but pilots with those qualifications were likely to be well employed already at the front. It was one of the risks of aerial warfare that had to be run.

THE CAPTURE OF THE
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THE SCOTTISH LETTER.

(From Our Own Correspondent.)

BOTHWELL'S TOMB.

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It seemed, said Lord Montagu, that the pilot flew across the Channel, passed over our lines and the German lines, and descended in the German aerodrome near Lille. He had never flown to France before, and had no knowledge of the geography of the Western front. The pilot had only been gazetted to the Royal Flying Corps nine days before he was in the hands of the enemy. Not only was he inexperienced with the machine, but he had never flown over the sea before.

"OUR WAR OFFICER BEAUTIES."

In a letter from an officer, which Lord Montagu read, it was stated that the pilot had no experience of the machine, and did not know the way. The writer added: "Thus, three hours after being turned out of Farnborough, our latest machine was handed over intact to the Hun. It is the second time our beauties in the War Office have lost a new machine in the same way."

Earl Curzon, in reply, said the noble lord was obviously fully acquainted with all the details. It was true the aeroplane left England on June 1, and was not heard of again. The German Wireless of June 2 stated that a British biplane landed near Lille, and the Government now knew that it was the missing machine, and that the pilot and his passenger, from whom a communication had been received, were prisoners of war. The pilot, after crossing the Channel, appeared to have lost his way and to have descended by accident within the German lines.

Such instances had happened before and would happen again, and they were not confined to one side. They had happened to the Germans in the same way as to our own pilots. He believed it was true the pilot had never flown over the Channel before. No doubt, in the ordinary course, they would be only too glad to send with a machine a pilot who had done the same job before, but pilots with those qualifications were likely to be well employed already at the front. It was one of the risks of aerial warfare that had to be run.

THE CAPTURE OF THE
"BRUSSELS."

The maintenance of a series of English boats between Holland and England in war-time aroused much comment of an appreciative nature in Holland. The Great Eastern service has been run almost with the regularity of clockwork.

Many are the stories told of encounters which the Brussels, the Copenhagen, and the Kroner have had with submarines.

Germans in Rotterdam talked freely of their Government's determination to sink one of the daring boats, and it was only a week or two before the capture of the Brussels that a young German attempted to place dynamite on the Copenhagen. Luckily, the plot was discovered before the boat sailed.

On one occasion a Great Eastern boat arrived at Rotterdam with the paint burnt from her funnels. The boat had encountered a submarine on the way across, and every ounce of steam had been required to enable her to get clear.

The stokers backed the captain to such good purpose that the boat came into the Massa with her funnels almost red-hot.

The refugees on the Brussels when she was captured were mostly women and children, and the Brussels also carried five stewardesses, one of whom was to have been married in a fortnight. Her prospective husband was on his way from America to be married. The capture of G.R. Steamer Brussels (Captain Fryszt) was spoken of in the Home papers as "a record North Sea test by the enemy" for it was the first time in 22 months that the German Navy had taken a British prize in the North Sea.

Time after time had the Brussels been attacked by the enemy's vessels, but each time by skilful navigation had succeeded in eluding them.

For a particularly brilliant exploit in March 1916, Captain Fryszt was presented with a gold watch, suitably inscribed by the Lord's Commissioner of the Admiralty, together with their thanks on twelve lines.

Less than twelve months ago, when outward bound from Harwich to Rotterdam, his vessel was chased for over an hour by a submarine. The enemy demanded him to haul down his flag, instead of which the captain hoisted the biggest Union Jack that was available, and got safely away.

A few days prior to that, when off the North Hinder Lighthouse, a torpedo was fired but this, happily, missed the vessel, passing within eight feet of it.

THE SCOTTISH LETTER.

(From Our Own Correspondent.)

BOTHWELL'S TOMB.

"It is

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAU & MARSEILLES.	Capt. H. R. HETHERINGTON, R.N.R.	Connecting at Colombo with Mail Steamer Kaiser-J-Hind
SHANGHAI, MOJI, KOREA & YOKOHAMA.	Capt. C. C. TALBOT, R.N.R.	About 11th Aug. Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAU & MARSEILLES.	Capt. L. D. PINCKNEY, R.N.R.	About 15th Aug. Direct Service.
SHANGHAI, MOJI, KOREA, NAMUR & YOKOHAMA.	Capt. A. COLVER, R.N.R.	About 27th Aug. Direct Service.

Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARE, Acting Superintendent.

P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

* CANADA MARU. Capt. T. Suruga, Friday, 18th Aug., at 3 p.m. Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM AND COLOMBO.

SHINKOKU MARU. Wednesday, 16th Aug., at 7 a.m.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SURABAYA & MACASSAR.

FORMOSAN LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

* SS. "KAUO MARU". Capt. Murakami, Sunday, 6th August, at Noon.

* SS. "AMAKUSA MARU". Capt. Konishi, Sunday, 13th August, at Noon.

* SS. "SOSHU MARU". Wednesday, 16th Aug., at 9 a.m.

Calling at Tamsui via Swatow and Amoy.

Calling at Keeling via Swatow and Amoy.

Proceeding to Anping and Takao via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO H. YAMAUCHI, Manager.

TEL Nos. 744 & 745. No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION, WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	26th August, at 11 a.m.	
ESTERN	13th September.	4th October, at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Surgeon are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to GIBB, LIVELINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTHERN AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the ENDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

Proposed Sailings from Hongkong.

Steamers from Hongkong, on or about, Connecting at Calcutta, with On or about

For Freight and further particulars apply to DODWELL & CO. LTD. Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS AND STRAITS and PANAMA CANALS.

(With liberty to call at the Malabar Coast)

For BOSTON & NEW YORK

On or about 26th August.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to DODWELL & CO. LTD. Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Surabaya.

Sails on or about

* SS. HOKUTO MARU, For Batavia, Cirebon, Samarang, Sourabaya, Macassar & Balikpapan. 20th Aug.

* SS. BANFI MARU, For Moji, Kobe & Yokohama. 20th Aug.

* SS. HIJUN MARU, For Batavia, Cirebon, Samarang, Sourabaya, Macassar & Balikpapan. 14th Sept.

* SS. BORNEO MARU, For Moji, Kobe & Yokohama. 14th Sept.

For Freight or Passage apply to DODWELL & CO. LTD. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
TIENTSIN via WEITAIWEI	CHEMULU	Aug. 8, Daylight.	
SHANGHAI, HAIKOU	SHANTUNG	Aug. 10, at 4 p.m.	
MANILA, CEBU & ILOIO	KATONG	Aug. 11, at 10 a.m.	
DIRECT SAILINGS TO WEST RIVER	TAMING	Aug. 12, at 4 p.m.	Twice Weekly.

to sail

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS CAPTAIN LEAVING.

HAICHING Capt. W. C. Passmore FRIDAY, 11th August at 3 p.m.

HAITAN Capt. J. S. Thomson TUESDAY, 16th August at 2 p.m.

HAITONG Capt. J. W. Evans at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

DOUGLAS LAPRAIK & Co., General Managers.

SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAIT, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NO FARA, Captain H. R. Hetherington, is carrying His Majesty's Mail will be despatched from this port on or about FRIDAY, the 11th August 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Kaiser-J-Hind from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargoes for Italy, France, and London under arrangement will be transhipped in Colombo, the mail steamers proceeding direct to Marseilles and will be Other Cargo for London etc. will be conveyed via Bombay port to Colombo due to London about 25th September 1916.

Packets will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARE, Acting Superintendent.

Hongkong, July 29, 1916.

AMERICAN & MANCHURIAN LINE.

FOR BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship CITY OF NAPLES.

Captain PATE will be despatched for the above ports on 14th August 1916.

For freight and further particulars apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, Aug. 4, 1916.

NOTICES TO CONSIGNERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship LONDON, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk and the liability of the Consignees. Goods of the London and Godown Co., Ltd., Kowloon, Wharf and Godown, Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, tilted and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Aug. 4, 1916.

NOTICE TO CONSIGNERS.

FROM UNITED KINGDOM, COLOMBO & STRAITS.

THE Steamship Pembroke having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk and the liability of the Consignees. Goods of the London and Godown Co., Ltd., Kowloon, Wharf and Godown, Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, tilted and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Aug. 4, 1916.

NOTICE TO CONSIGNERS.

FROM MIDDLETON, LONDON.

THE Steamship BENDORAN.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk and the liability of the Consignees. Goods of the London and Godown Co., Ltd., Kowloon, Wharf and Godown, Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Mr. Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters or before the 15th inst. of Aug. will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, Aug. 4, 1916.

NOTICE TO CONSIGNERS.

To-day's Advertisements

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND
STRAITS.

THE Company's Steamship
MIYAZAKI MARU,
having arrived from the above ports,
Companies of Goods are hereby informed
that their Goods are being landed and
placed at their dock in the HOKKODA AND
KODOMO WILM AND GOWON CO.'s
Godown at Kowloon, where such conser-
vation will be carried out by mark and
date, as can be obtained as soon as the
Goods are landed.

Additional Goods will be carried on unless
instructions are given to the contrary,
before Noon, To-day.

Goods not cleared by the 14th August,
1916, will be subject to rent.

Damaged packages must be left in the
Godown for examination by the Consignee's
and the Co.'s representatives at an appoint-
ed hour on TUESDAY and FRIDAY.
All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godown.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, Aug. 8, 1916. 910

"HEN" LINE OF STEAMERS
NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON
AND STRAITS.

THE Steamship
SENDORAN,
Consignees of cargo are hereby informed
that all Goods are being landed at their risk
into the hazardous and/or stormy hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
10th inst. will be subject to rent.

All claims against the Steamer must be
presented to the Undersigned on or before
the 18th inst., or they will not be re-
cognized.

All broken, chafed, and damaged Goods
will be left in the Godown, where they
will be examined on the 10th inst., at
11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, Aug. 8, 1916. 911

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER

REPORT.

AUGUST 8, 1916.—A.M.

Wind.

Barometer.

Temperature.

Humidity.

Direction.

Weather.

Clouds.

Hour.

At Sea Level.

Pressure.

Wind.

Clouds.

Hour.

At Sea Level.

Pressure.

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